

Government of the District of Columbia

Department of Transportation



d. Planning & Sustainability Division

July 2nd, 2020

Artlie Wright
Chairperson, Advisory Neighborhood Commission 7D
604 Parkside Place NE
Washington, DC 20019
7D07@anc.dc.gov

NOI # 20-72-PSD

Re: Notice of Intent to convert the section of Hayes Street without the cycle track – between Kenilworth Terrace and Water Lily Lane – to two-way operations.

Dear Commissioner Wright,

Pursuant to the “Administrative Procedure Amendment Act of 2000” D.C. LAW 13-249 (48 DCR 3491 April 20, 2001), the District Department of Transportation (DDOT) is required to give a written notice of our intent to convert Hayes Street between Kenilworth Terrace and Water Lily Lane to two-way operations. This letter is being forwarded to notify you and to solicit comments on our intent to implement the following in your jurisdiction.

DDOT proposes to:

- **Convert the section of Hayes Street without the cycle track – between Kenilworth Terrace and Water Lily Lane – to two-way operations.**

The Parkside Access and Circulation Study recently completed by DDOT recommended the conversion of the section of Hayes Street without the cycle track – between Kenilworth Terrace and Water Lily Lane – to two-way operations. See next page for proposed area map.

The long-term recommendation is to remove the existing cycle track from the Hayes Street/Jay Street loop, once a viable alternative has been identified and funded, and convert the roadway from one-way operations to two-way operations. The conversion to two-way operation will

reduce the out-of-direction, indirect travel created by one-way operations on the section of Hayes Street without the cycle track between Kenilworth Terrace and Water Lily Lane. This conversion will improve safety by reducing speeding in these blocks, shortening the out-of-direction travel for all, reduce travel speed, improve safety pedestrians and bicycles. Conversion of this segment is an important step in the long-term conversion of Hayes/Jay loop to two-way traffic once the cycle track is relocated. Making this two-way conversion is an important part of DDOT's work to improve safety for all roadway users.

We anticipate the following benefits:

- Reduction of out-of-direction travel for all users
- Reduction of vehicular travel speeds on the street closer to the speed limit
- Improved safety for all users

All comments on this subject matter must be filed in writing, no later than August 8th, 2020, thirty (30) business days after the date of this notice, with the District Department of Transportation Planning and Sustainability Division, 55 M Street, SE, 5th Floor, Washington, DC, 20003 or via email at gabe.onyeador@dc.gov. If you would like to check the status of this Notice of Intent (NOI), please visit DDOT's website at <https://wiki.ddot.dc.gov/display/NOI>. In addition, if you have questions, have trouble accessing the NOI site or are unable to do so, please contact me at 202-671-0590.

Sincerely,



Gabe Onyeador
Transportation Planner
Planning & Sustainability Division

Cc:

Nyasha Smith, Secretary to the Council of the District of Columbia
Osha Daniels, Ward 7 Liaison, Mayor's Office of Community Relations & Services
Jim Sebastian, Associate Director of Planning & Sustainability Division, DDOT
Edward R. Stollof, Manager, Project Planning Branch, DDOT
Emily Dalphy Transportation Engineer, Vision Zero Division, Office of the Director
Ciara Boderick, Ward 7 Community Engagement Specialist, DDOT

Safety / Circulation Two-Way Traffic on Hayes Street from Kenilworth Terrace to Water Lily Lane

Community Priority Areas

Neighborhood Priority	Consideration	Definite	Planning	Reflected
	✓			



Needs/Opportunities

- Reduce the out-of-direction, indirect travel created by one-way operations on the section of Hayes Street without the cycle track between Kenilworth Terrace and Water Lily Lane

Recommendation

Convert the section of Hayes Street without the cycle track – between Kenilworth Terrace and Water Lily Lane – to two-way operations. See next page for proposed concept drawing.

Implementation Time Frame	Short Term (1-3 years)
Planning Level Cost Estimate	Funds provided by City/Interests Development
Right-of-Way Needed?	No
Coordination Needs	None

